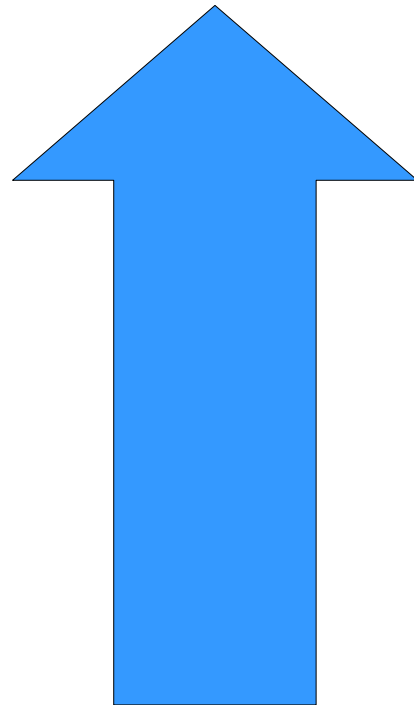


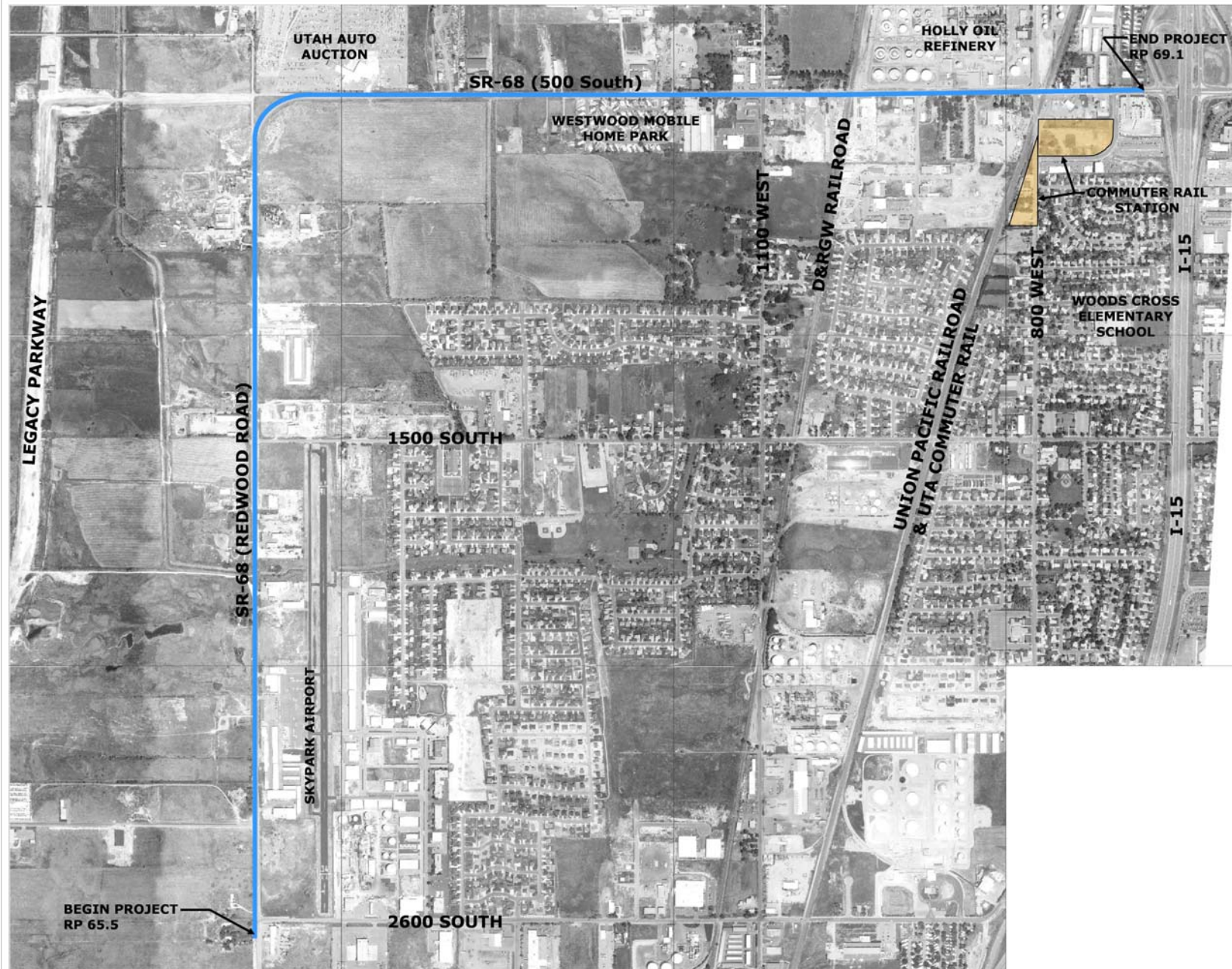
**WELCOME
TO THE
SR-68, 2600 SOUTH to I-15
PUBLIC HEARING**

Please Sign In

SR-68, 2600 SOUTH to I-15 PUBLIC HEARING











Project Location Map



500 South & UPRR Intersection Alternative Progression

Progression of Alternatives to Improve Capacity/Mobility at the 500 South PURR Intersection

<div>Conducted Community Interviews</div> <div>Establish Purpose and Need</div> <ul style="list-style-type: none">• Improve Future Mobility• Provide Safe & Efficient Connections to Nearby Transportation Facilities• Correct Geometric and Drainage Problems• Serve as an Asset to the Communities of Woods Cross and West Bountiful <div>Held Open House November 29, 2005 & August 15, 2006</div>			<div>Compiled Comments & Further Analyzed Alternatives</div>	SCREENING: Alternative's Ability to Meet Purpose & Need (See Notes Column for	Ability to Meet CSS Objectives	Estimated Costs	Cost Benefit		Notes	
					Comparative Cost	Corridor Mobility Relative to Cost				
	Alt. No.	Description								
	1	2030 No Build*			LOW	LOW	-	N/A	Carried forward in accordance with NEPA Regulations	
	2	2030 Spot Improvements, UPRR At-Grade Crossing			N/A	N/A	-	N/A	Does not meet traffic capacity for design year 2030	
	3	2030 Spot Improvements, UPRR Grade Separation			N/A	N/A	-	N/A	Does not meet traffic capacity for design year 2030	
	4	2030 5-Lane with UPRR At-Grade Crossing			SUFFICIENT	MEDIUM	\$	★★★★		
	5	2030 5-Lane with UPRR Grade Separation			HIGH	HIGH	\$\$\$	★★	Alternative not advanced due to impacts. Letter of concurrence signed by cities after stakeholder workshop held on March 21, 2006.	
	6	2030 5-Lane with UPRR Grade Separation and 800 West Realignment (At-Grade Crossing with UPRR)			HIGH	HIGH	\$\$\$\$	★	Alternative not advanced due to impacts. Letter of concurrence signed by cities after stakeholder workshop held on March 21, 2006. At grade crossing of realigned 800 West not possible due to UPRR using side track for storage.	
	7	2030 5-Lane with UPRR At-Grade and 800 West By-pass Route Grade Separated			SUFFICIENT	HIGH	\$\$\$\$	★	Alternative not advanced due to impacts. Letter of concurrence signed by cities after stakeholder workshop held on March 21, 2006.	
8	2030 5-Lane with UPRR At-Grade and 800 West Realignment At-Grade**		SUFFICIENT	MEDIUM	\$\$	★★	Alternative Suggested by Stakeholders After November 29th Open House. Alternative not advanced due to impacts. Letter of concurrence signed by cities after stakeholder workshop held on March 21, 2006. At grade crossing of realigned 800 West not possible due to UPRR using side track for storage.			

Develop Typical Right-of-Way Section Impacts Table

Alternative Progression Summary

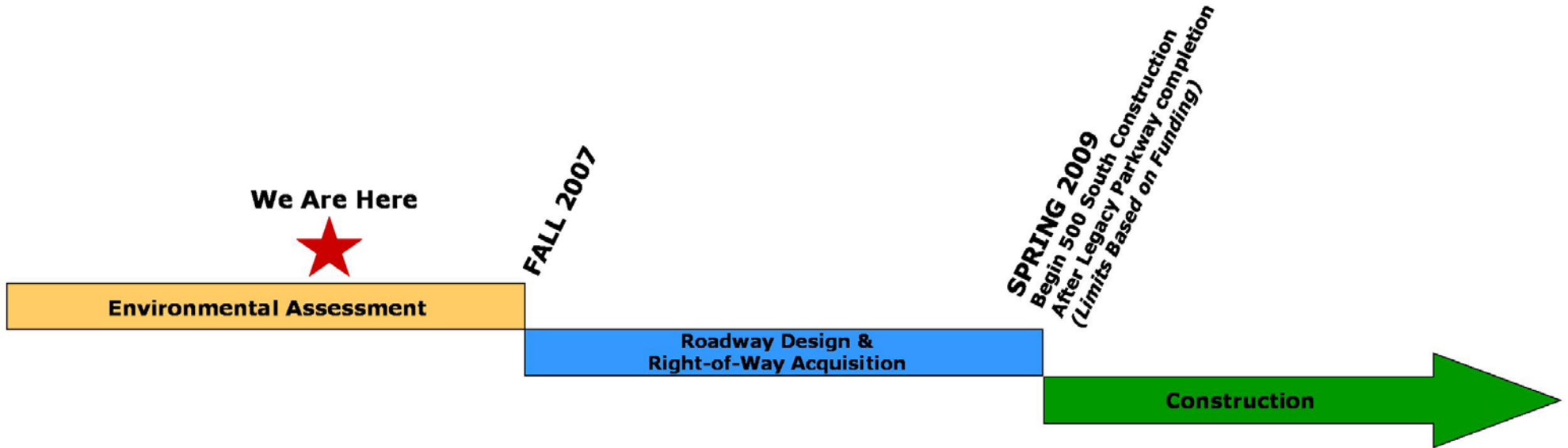
Suggested Alternative	Alternative Progressed (→) or Eliminated (STOP)	Explanation
Improve Capacity / Mobility		
3-Lane	STOP	Did not provide acceptable mobility & LOS
5-Lane	→	
Improve Capacity / Mobility at 500 South & UPRR		
5-Lane with UPRR At-Grade Crossings	→	
5-Lane with UPRR Grade Separation	STOP	Excessive impacts compared to other alternatives which met Purpose & Need
5-Lane with UPRR Grade Separation & 800 West Realignment	STOP	Excessive impacts compared to other alternatives which met Purpose & Need
5-Lane with UPRR At-Grade & 800 West Bypass Grade Separation	STOP	Excessive impacts compared to other alternatives which met Purpose & Need
5-Lane with UPRR At-Grade & 800 West Bypass At-Grade	STOP	Excessive impacts compared to other alternatives which met Purpose & Need
5 Lane Typical Section Width		
83-Foot	STOP	Not Progressed: Does not meet UDOT minimum standards for lane and shoulder width requirements.
89-Foot	STOP	Not Progressed: See Note 1
94-Foot	→	Progressed as option between 800 West to 700 West: Meets AASHTO standard; does not meet UDOT minimum shoulder width requirements and not consistent with city transportation master plan. Other than shoulder it is consistent with 110' right-of-way cross section and reduces impact to surrounding businesses.
100-Foot	STOP	Not Progressed: See Note 1
101.5-Foot	STOP	Not Progressed: See Note 1
106-Foot (Not progressed - Does not meet current UDOT Region 1 standards for shoulders)	STOP	Not Progressed: Does not meet current UDOT Region 1 design standard for shoulder width.
110-Foot (Meets current UDOT Region 1, AASHTO and local government design standards)	→	Progressed: Meets current UDOT Region 1, AASHTO and local government design standards.
Alignment Option		
Symmetrical	STOP	Excessive impacts compared to other alignments
Shift West / North	STOP	Excessive impacts compared to other alignments
Shift East / South	STOP	Excessive impacts compared to other alignments
Meander	→	
Serve as an Asset to Cities		
Access Management		Build alternative to be constructed with UDOT/city access management plan.
Shoulder Treatments - 7.5-foot Park Strip & 7-foot Shoulder		CSC committee to be developed which will evaluate aesthetic improvements in shoulder and median areas.
Shoulder Treatments - 4.5-foot Park Strip & 12-foot Shoulder		CSC committee to be developed which will evaluate aesthetic improvements in shoulder and median areas.

Note 1: Does not meet UDOT desirable shoulder width requirements and is not consistent with city transportation master plan.

Project Timeline and Funding

Anticipated Project Timeline

Timeline is Subject To Approval and Funding



Project Funding

500 South (1100 West to I-15): Funding Is Available

500 South (Redwood Road to 1100 West): UDOT is Currently Requesting Funding

Redwood Road (2600 South to 500 South): No Funding Has Been Identified